The Wreck of the Atlantic.

Halifan, April 5.—The inquiry ordered by the Dominion Government, into the Atlantic disaster, commenced to day in the custom house before Collector E. M. McDonald and Captain McKenza. A shipmaster, Shannon and H. Blanchard or the grayamment and J. N. appeared for the government, and J. N.
Ritchie for the Captain. McDonald in opening the Court, said that the inquiry would have the force of the English Board of Trade inquiry. He had not received a commission from the Court, but had received a draft it was mission from the Court, but had received an official telegram stating that it was on its way, and if all parties would consent he would go on, and rely on the commission being received in good time. Ritchie, for the Captain, consented. Bianchard said that unless there was fall and unequivical consent he would object to going on. It might appear that when the commission was read that there were anotical instructions, which

Halifax to give the particulars and obtain food and assistance, and also to get steamers down early and convey the pas-sengers and crew to Halifax. At 5 P. M. the tide having fallen, she broke in two abalt foremast, the ship talling over till the sea washed completely over her, and her cargo was washed out. Having no other officer at hand, I detailed the coxthere were special instructions, which would require us to begin again. All parties consenting, Captain James Williams was called and sworn.

e down from 8 knots per hour, and with a moderate strong breeze, to 5 knots per hour. Hoping that the wind would change tayorably I kept on until the 31st ult, when our coals were reduced to 127 tons, and the ship distant from Sandy Hook 460 miles. Latitude 41, 39, Longitude 1100k 450 miles. Latitude 41, 53, 150g tude 63, 05, 43. As the ship by this time was making but seven knots per hour, the wind being at the southwest, glass falling, and westerly swell, I thought the risk too great to keep on, as in the event of a westerly gale coming up, we might find ourselves shut out of all sources of supply. The chief stoward also reported the store fresh provisions, enough for the for two days, and only salt for saloon for two days, and only sait for steerage for two days, when all but bread and rice would be out. At 1 P. M., after receiving the engineer's report, I decided to come here, Sambro Island being then north, five degrees east, distant 170 miles. During the afternoon winds S. W., with rain, At 8 P. M. the wind vegreal to that During the atternoon winds S. W., with rain. At 8 P. M. the wind veered to the west and the sky was clear and starlight. I several times corrected the course by the Polar star. Course steered by com-ness was N. 24 E., with seven casterly dence for westerly set, and to lead five miles to the east of camino Island.

left my orders in bridge, as to lookouts, which word was passed to the officers relieving at midmight the second and lourth officers. I corrected the course of the ship for the last time at 12:20 A.M., orders the ship for the last time at 12:20 A. M., when I repeated my caution and orders. I then went into my stateroom and sat down. In about filteen minutes a Mr. Fisher came in to ask for some particulars about the ship, as he was writing for a newspaper. He staid about twenty minutes. My intention was to run on until 3 A. M., then to heave to and await day. At midnight the ship's run was 123 miles, which would place her 48 miles south of

At midnight the ship's run was 123 miles, which would place her 48 miles south of Sambro. The speed by the log at 12:20 being nine knots per hour. The night at this time was cloudy, and clear. At 12:20 my steward came up with my coco, when he was told not to awake me until 3 A. M., when the second officer would call me. The first intimation I had of anything wrong was the ship striking on Meagher's Rock, or Meagher's Island, and remains the ship striking on the ship striking of the ship ship ship ship to the port side. The flock, or Meagner's Island, and remaining, keeling slightly to the port side. The officers were quickly at their stations accompanied by the quartermasters. The first sea swept away all the boats, and the ship keeling over rapidly, soon rendered the starboard boats useless. Every effort over still further, I managed to get hold of the weather rail and get back to the life-hoat. I took the ladies out and

life-boat. I took the ladies out and placed them in the main rigging; went back and called the second officer to back and called the second officer to back and called the second officer to come out, as the boat would roll over, which she did in a few minutes, carrying with her Mr. Metcalf and from thirty to ovens swam first but tailed to get foot.

When swam first but tailed to get foot, the captain, who was encouraging the passengers to get to the rock. The

owens awam first but tailed to get footing. Speakman then tried and succeeded. A stouter rope was hauled on the rock, along which Mr. Brady passed, followed by the oldest of men. By this time it was it A. M. I was at the time in the main rigging trying to get the passengers there collected to make an effort to get forward. Many went, but the larger num-

collected to make an eflort to get forward. Many went, but the larger number, several saloon passengers among them, lay there and died. The purser was the first to succumb to the intense cold that prevailed. Finding myself of no use there, I got along outside the ship to the fore-rigging, where I got the foresheets and tacks unwove and sent them shore. We now had five ropes to the took, along which men to the number of 120 safely landed. Though nearly exhausted on reaching the rock, Mr. Brady excompanied by Owens, Speakman and Thomas, now got the line across the inner strip of water, which was about 100 reaching the rock and Thomas, now got the line across the inner strip of water, which was about 100 reaching the role of get ashore. The officers were gentlemen in every sense of the word, always attentive to their duty. I know of nothing that could have been done to save more lives than were saved. I did not keep the steerage passengers below. Nicholas Bratt, who was making his many were drowned in the attempt, amongst the number being the chief stew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. Nothing could have been done to save the crew were very good. The discould have been done to save the crew were very good. The discould have been done to save the crew were very good. The discould have been done to save the crew were very good. The discould have been done to save the crew was done to save life. After the ship sale were crew amongst the number being the chief siew and. 1, with the fourth officer, encouraged as much as we could the people in landing. About four hundred and fifty who remained on the ship's sides kept moving to keep from falling asleep, but in many cases they gave right up and died, apparently without any pain; twelve men seated together laid down, and despite of all efforts to arouse them died, and slipped into the sea. At 5:30 a. m. the witness turned into bed at 11 c'clock he noticed the weather, which had been tain's feelings overcame him, and it was

The Wheeling Intelligencer.



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Sheridan provisional authority to employ all the lorce he required for salvage, with the understanding that the salvage should not be over forty per cent of the net value, and if this was objected to, to

leave it to the arbitration of two justic

undertaker to attend to the bodies of the

steerage and crew saved. But three wo-men were seen, the two I have spoken of

miles off Sambro, bearing north five de

grees east. Did not alter the ship's course

grees east. Did not after the ships course; expected to pass five miles east of Sambro light. Never brought a ship into Hallfax and never had been on the coast before. The third officer had been in the harbor twice; no other officer had ever been there. Did not use the lead in coming into Hallfar because the night was clear and

ifax, because the night was clear and

sambro light could be seen twenty-one niles in clear weather and fifteen miles

ous one. If I had been sounding regular

bus one. It is not been sounding regarding the from 13 to 1 J. I would have been on deck and the ship would not have gone ashore. There were three quartermasters and the second and fourth officers on deck,

I think, have seen that there was some-

suppose they were.

WHEELING, W. VA., MONDAY MORNING, APRIL 7, 1873.

CHICAGO.

CHICAGO, April 5.—The Tribuns in the morning will contain an interesting ac-count of George and Austin Bidwell, re-

county of George and Name Brown, to cently arrested for heavy forgeries on the Bank of England. They fived at Grand Rapids, Michigan. Their first crime was committed in 1850 or 1860. They leased a store on one of the most prominent wholesale streets, and laid in on a creditable arrest stock of goods, chiefly

wholesale streets and into the creatit, the largest stock of goods, chiefly teas and spices. They also solicted consignments to be disposed of at the customary per centage. Not a cent was advanced on anything purchased. Their creditors were requested to meet at their relates of business for name of the constant of th

creditors were requested to meet at their place of business for payment, on a cer-

tain afternoon. All came at the hour and

were paid with checks on various banks of

were paid with enecks of various banks of city, the aggregate amount of which was \$60,000. That night the goods were whisted out of Cincinnati, and when the checks were presented at the counters of the banks on the following day, it was discovered that Bidwell had not a cent on described the same of the foneriel beginning.

eposit at any of the financial institutions Cincinnati. One of the victims, more

in Cincinnati. One of the victims, more energetic than the others, traced his goods eastward and found a portion valued at \$13,000 in the hands of a New York law-yer. George Bidwell next appeared at Grand Rapids with a third brother in the

role of a Baptist preacher, for which his

clerical appearance well fitted him. Stories of his misdeeds had preceded him, but he was wont to speak of them as slanders and to berate his traducers with holy unction. After a brief term of service in the "Lord's vincyard," George E., is compared with the control of the co

n company with some brother, opened a

New York, April 5.—The following, which is furnished exclusively for the Western Associated Press explains itself:

Contradictory statements having been ade concerning the continuance of the made concerning the continuance of the Civil Service regulations, and the resigna-tions of George William Curtis and Joseph Medell, the two leading members

of the Civil Service Board; the following

obtained from high authority, are known to be facts. It is the intention to continue the Competitive Examination Department as fixed in the

regulations, but appointments will not rigidly depend on these. It is known that

Hon. Joseph Medell tendered his resigna-tion as a member of the Board, last fall

The President declined to accept it, and Mr. Curtiss urged him to hold on a while

On the 17th of January the Presi-dent issued a general order agains

on the 14th of January the Fresident issued a general order against the holding of Federal offices or appointments by State or municipal officers, unless they resigned the latter—this to take effect March 4, 1873. In March

Mr. Medell called the President's atten

tion to this order, and notified him of his

resignation of membership of the Civi. Service Board. The letter of resignation

of Geo. Wm. Curtis is as follows:

WEST NEW BRIGHTON, N. Y.

March 18th.

My Dean Sir:—As the circumstance

any DEAR SHEET AND CONTROL OF THE PROPERTY OF

to assure you of my warmest wishes, and

of the continuance of my most earnest efforts for the success of your administra-

Very Respect'y & Truly Yours,
[Signed.] GRO. WM. CURTIS.
His Excellency the President.

Shooting Affrays.

Shooting Affrays.

MEMPHS, April 5.—About 10 o'clock last night a shooting affray occurred in Chelsic, the northern portion of the city, which resulted in the death of John Newell at the hands of R. W. Coleman, his brother-in-law. It seems that Newell, who was dissipated, had written a letter to his father-in-law, E. T. Keil, a wealthy merchant, threatening him if he did not give him a thousand dollars by noon yesterday. Last night Mr. Keil, accompanied by his son-in-law, Coleman, found Newell opposite their house, when the latter drew a repeater and shot him a number of times. Newell in his dying declaration admitted threatening the life of Keil, but said that Coleman was hired to kill him. Coleman has not been arrested as yet, but Keil offers to surrender him if the authorities will accept \$5,000 bond.

aim if the authorities will accept \$5,000

Last Thursday two men, employed in Koen's nursery, four miles east of this city, had an altercation which resulted in one of them, Morris J. Bowers, shooting the other, Jas. Patterson, causing his death in a few hours. Patterson had been displayed from the nursery and accuracy to the control of the contro

discharged from the nursery and accused Bowers of being the cause and attacked

him with a pruning knife. The coroner's jury returned a verdict of justifiable homicide. Patterson was from Philadelphia and is well connected, his uncle being President of one of the National Banks of the latest and the second secon

Hotel Burned.

Burlinoton, Wis, April 5.—Blake's Hotel, near the depot, at this place, was burned to the ground between two and three o'colck yesterday afternoon. The

furniture was mostly saved. Loss on the building \$3,500. Insurance \$1,000 in the Exchange, Imperial and Manhattan.

HUMOR.

-Vermont forgets all the hardships of

—"Do you like Browning?" asked a reading man of a young lady whom he had taken down to dinner. The fair

worm) answered, "Yes. That is, I like

-"I am a self-made man," said a sharp

this city.

"WASHINGTON, D. C., April 5.

The Stiffback's in the Legislature

A portion of the members of the Legis

pependent journals, and the hearty com

mencation of their constituents and the people at large. The latter will be as-sured when the people understand the po-sition of these gentlemen and the sur-rounding circumstances. We of course allude to the Democrats in both Houses

who have throughout maintained a posi-tion of independence and refused to obey the commands of the would-be leaders in the party, and vote for every proposition that was called a party measure, because

t was a party measure, or because some of the leaders desired it should be passed.

It has cost these Senators and Delegates

some very unpleasant experiences to maintain such position. While we do no believe that legislators should be praised

or simply doing their duty, we hold that

hese men have made sacrifices that entitle

It is very smooth and plain sailing, for the member who belongs to the majority to be found always in the same list of

otes and never stopping to enquire whether it is right and necessary to follow

certain other members on all propositions that may come before them. The Republican minority will look for abuse from the other side; it is expected; and they are expected to be in opposition to the majority on some of the bills, and on some provisions of, perhaps, most of them. They are none the less respected for it. In the case of the independent Demo.

In the case of the independent Demo-crats it is different. They are denounced as "traitors to the party." they are called whitewashed Democrats and weak-kneed Democrats, and other names intended to be abusive and derisive, for the purpose of preventing them from white recording

of preventing them from voting according

deter less courageous members from ven-turing the same independent course. They are to their faces ridiculed by the crowd—the majority—as an independent schoolboy is ridiculed by a mob of less

ntelligent companions, who suppose wha

orable insinuations-enough to make an

onest man blush, even though he is no nonest man blush, even though he is not in any degree deserving any unkind allusion. We say it requires a good deal of strength to withstand all this. The man who can do it must be chowed with commendable qualifications. He is hon-

est; he is determined to do his duty, and he is industrious in his efforts to ascertain

upon this as their last chance to obtain some extra grabs of offices, and their last opportunity to punish the independent Democrats who refuse to be lead or ruled

1872-3! Their work this winter will no

Ir is bad enough to hear that the Civil

Service Commission has broken up, but still more discouraging to understand that

it will not be reorganized. Nor are the circumstances of its dissolution in any

which the Commission was formed. It seems that George William Curtis so long and faithfully Grant's powerful friend and ally, was the first to withdraw from the

-A political orator, speaking of a cer-

tain General whom he admired, said he was always on the field of battle where the bullets were thickest. "Where was that?" asked one of the auditors. "In the ammunition wagon," responded another.

Step Ladders

be soon forgotten.

the past winter in jubilation over its Commission, the reason assigned in his maple-sugar season, and cheerfully asks, resignation being that the President has What's the odds so long as it's sappy.

maple-sugar season, and cheerfully asks, What's the odds so long as it's sappy.

—"This engine won't work," said a fireman to the Chief of the Fire Department. "No wonder," was the reply; "It was made to play."

The little how who sang, "I want to make these appointments, for some of them were so had that even the noliticians counseled against them and

the dictates of their judgments, and to

hem to more than meremention.

ertain other members on all pro-

ndation of their constituents and the

Resignation of George W. Curtis. (From the Kanawha Chronicle.

NO. 186.

Clubs of Ten.

of Pitteen.

of Twenty.

of Twenty-dve.

And an extra copy to the person getter. Plumbing and Cas Fitting.

The Weekly Intelligencer

CURRENT NEWS, MISCELLANBOUS, LITTER ARY AND SCIENTIFIC INTELLIGENCE, AND VALUABLE READING FOR THE FAMILY.

TERMS OF THE WEEKLY:

J. B. HUGHES,

Plumber, Brass Founder, GAS & STEAM FITTER,

89 MARKET STREET

WHERLING, W. VA. ler in Lead, Wrought, Cast and Galvanire, STEAM AND WATER GUAGES,

Brass and Copper Goods of all kinds. Bath Tubs Water Closets, Bollers and Sinks, Pumps, Gar ien and Fire Engines,

Wooden and Ibon Hydrants, Street Washers and Rueber Hose. A comple assortment of

Gas Fixtures & Kerosene Lamps

N. U. WALKER & CO'S DRAIN TILE, Thimney Tops, Flues and Flue Linings; Flower Cases, and all other Terra Cotta work. Special attention given to fitting up buildings gith all Modern Improvements in Gas, Water NT Sweak. ND STEAM.

137 Prompt attention given to orders from a febru

Thompson & Hibberd,

Practical Plumbers, Gas and Steam Fitters and Brass Founders,

102 HARKET ST., WHEELING, W. VA.

Patent Syphon Pumps,

ntiess Water Hack and Safety Valve, Coppe Bath Tubs, Water Cloects, Bollers, Sinks, Hydrauts, Hose Plugs and Rubber Hose, Cistern and Well Pumps.

A COMPLETE ASSORTMENT OF

Gas Fixtures & Kerosene Lamps.

intelligent companions, who suppose what is for the most popular is the right side,—and who never learn any better even after they become men. And then, as they are in constant danger of doing, they tread on the sore toes of the Courier, and out comes an avalanche of disagreeable epithets and unfativable inclinations. Special Agents for Smith, Porter & Co's Sewer

Chimney Tops, Lawn and Hanging Flower Vases.

ORDERS FROM COUNTRY PROMPT LY FILLED.

ATTOUNEYS & COUNSELLORS AT LAW

he is industrious in his elloris to ascertain what is his duty, and when he has found the right course to pursue he will continue in it, whether he gets more curses than praises or not. He will not only return to his constituents with an approving conscience, but the people will sustain him, and the press will be compelled, by the force of public opinion, to follow also with late praise. WHEELING, W. VA. C. W. B. ALLISON, with late praise.

These independents this year have suffered more vituperation than common.

The old Bourbon opposition have looked

ATTORNEY AT LAW

WHERLING, WEST VA.

Dentistry.

by them. They have been more than commonly bitter, and have done their worst. All honor, then, to the Indepen-dent Democrats of the Legislature of NITROUS OXIDE OR LAUGHING

I am prepared to administer Gas for the extrac tion of teeth, at my office on Main street, near

C. A. WINGERTER, Dentist. DR. E. E. WORTHEN.

way creditable to President Grant, in view of his frequent and open pledges of sympathy in the reforms to institute which the Commission was formed. It DENTIST

MCLAIN'S BLOCK. Mouroe Street, between Main and Market

politicians counseled against them and Dinner. Tea and Chamber Ware.

LARGE ASSORTMENT JUST RECEIVED BY

F. C. WINSHIP & CO.,

31 MONROE STREET,

DOWN, DOWN, DOWN.

On and after this date we will deliver Coal and Joke at the following prices, viz: Clean Coal at ... 10c per bushel. Rut Coal at ... 8c per bushel. Coke at the platfarm ... 5c per bushel. Delivered in the city ... 8c per bushel.

Orders left at R. J. Smyth's, corner Market and Quincy streets, will be promptly attended to tank?

OHIO COAL

The Best Ohio Coal,

IN WAGONS AND CARTS.

Clean Coal XX at 16c per bushel Nut Coal X at 8c per bushel

Delivered in the city.

Orders left at our Office or at Island Weight

Our New Brands

FAMILY FLOUR.

The Sterling" XXXX

H. CAPEHART,

KIMBERLY & CO.

Sign of the Big Pitcher.

Coal & Coke.

ALL SIZES,

rom four feet to twelve feet, at

HANNIBAL FORBES,

OFFICE-BAST SIDE FOURTH ST., First doo

112 Smithfield St., Pittaburgh, Pa.

BEANS, HOMINY, BUCKWHEAT

W ILMINGTON TAR.

80 Bbls. Tar/largobarrels.
10 - " common Resin Just received and for sale low by CHAS. II. BERRY,
wav! Nos.18 and 19 Water street.

O BARRELS CRANBERRIES novis LIST. DAVENPORT & PARKS

1200 LBS. TOBACCO TWINE For sale low by CHAS. H. BERRY.

200 Bags Prime Rio.
50 Hags Choice Java.
5 Mats Mocha.
Por sale low by
tel. LIST, DAVENPORT & PARKS.

"Moss Rose."

We confidently recommend these to the trade sepš LIST, DAVENPORT & PARKS

TUST RECEIVED.

several minutes before he could proceed. In about twenty minutes more the large boat was launched and proceeded to take the passengers off the rocks. She was in half an hour followed by two others. I succeded, fearing the ship would part, in half an hour followed by two others. I succeeded, fearing the ship would part, and alide into deep water, in getting them to take off those from the ship first, and many were saved, who if left there

had had an efficient crew. The captain

there, Mr. Ryan, the resident magistrate, agreed very closely; the latitude was 63 filling his house and others following his described. No women or children were saved. At 17-16. Teant Mr. Brady on to propriety of turning round to Halfax for the latitude was 18 filling to the latitude was 18 filling his house and others were consultation of officers was held as to the saved. At 17-16. Teant Mr. Brady on to propriety of turning round to Halfax for coal and it was unanimously agreed to consultation of officers was held as to the propriety of turning round to Halifax for coal, and it was unanimously agreed to do so as the safest proceeding, and at course being north by east, and the speed was then about nine knots. I then went below; at 10 o'clock I returned to deck. My watch was from ten to six o'clock. No alteration was marked and the reconstruction of the strikers, and they the gas companies, and the men had hardly walked out of the New York Gas Works, when filty-four Italians and Swiss took their places. This act stirred up the ire of the strikers, and they threaten of the strikers, and they threaten of the strikers, and they promit the region of the strikers, and they promit the region of the strikers. The following is the statement of Captin Williams, part of which is a copy of a letter he has written to the owners of the Atlantic: "On the 28th of March, the uniqueer's report showed that coal was getting short, we, having experinced three days of very severe weather. The coals on board were 389 tons. We being 1130 miles from Sandy Hock, the speed sheridan provisional and took charge. I gave Capt. I o'clock to say watch was from ten to six o'clock. No alteration was made in our course. I was below from the weather and several showers of arrived short, and tallen. I remained on deck until twelve o'clock. The course was not pick up bodies such as might wash ashore, clanged. There had been some dark in the weather and several showers of arrived short, we, having experinced the course was not pick up bodies such as might wash ashore, clanged. There had been some dark in the weather and several showers of a rain had fallen. I remained on deck until twelve o'clock. The course was not pick up bodies such as might wash ashore, clanged. There had been some dark in the weather and several showers of a rain had fallen. I remained on deck until twelve o'clock. The course was not pick up bodies such as might wash ashore, clanged. There had been some dark in the weather and several showers of a rain had fallen. I remained on deck until twelve o'clock. The course was not pick up bodies such as might wash ashore, clanged. There had been some dark in the weather and several showers of a rain had fallen. I remained on deck until twelve o'clock. The course was not pick up bodies such as might wash ashore, clanged. There had been some dark in the weather and several showers of a rain had fallen. I remained on the watch of los or o'clock was not below from the weather and several showers of a rain had fallen. I remained on the watch of one was not proved the weather and several showers of a rain had fallen. I remained on the watch of the weather and several showers of the weather and several showers of the watch of the weather an changed. There had been some ark clouds, but they had passed away, and it was then clear. About half past 11 o'clock the Quartermaster told me the ship was at twelve knots, and at 10 minutes to twelve the Captain came on the bridge where I was and inquired for the third officer, as he wished to have

amounting to about four hundred and twenty-nine, in the steamers Ladyhead The Capitain's orders were to keep a and Delta, and at Halliax at 3 r. M., where good lookout for loose ice, and in the Mr. Merritt, the Cunard agent, who had event of seeing the light of a fixed light d event of seeing the light of a fixed light d to got it two points on the port bow and e call him immedioticly, and under hip to circumstances to call him not later than 3 o'clock. These orders I conveyed to the second officer. The lead was not thrown over at all; the lead was ready on the bridge. I was aroused by the shock when the ship struck. I went on deck and found a number of men trying to clear away the lite-boat. It was also the see was the need away, and it was also washed away.

The see was then making a clean breach Company's carpenter orders to get two hundred shells to bury the dead, and an aloon passengers and that of the second officer, as their friends might want them forwarded. Many bodies had come on shore before Tieft. Some were unrecognizable, but I recognized Mr. Metcalf, Miss Merritt, Mrs. Fisher and the chief steward, together with several others. I away. left the fourth officer and four men sway, at the wreck to identify and take charge of the papers, valuables, &c., that might be, thrown up or saved, 13 saloon passengers were lost and 20 saved; 416 steerage were lost and 527 steerage and crew saved. But three woods are the force part of the ship. She has keeled over to the windward and seasoned; 416 steerage were lost and 527 steerage and crew saved. But three woods are the force part of the ship. She has considered and the same of the ship. She has considered and the ship. She has considered and the ship of the ship of the ship of the ship. She has considered and the ship of the ship. She has considered and the ship of the s Recied over to the windward and sea-ward. Passengers were taking to the rigging. There were thirty-two, includ-ing one woman, in the mizzen rigging with me at daylight. I remained until about 2 r. m., when I was rescued by men were seen, not two I have spoken of and one who got up beside the chief officer and died in the rigging with her baby. FALIPAX, April 5.—On cross examination Capt. Williams said the speed of the vessel at 12 o'clock was about twelve knots. Heckoned he was easterly eight with a Carpher beside, and the was casterly eight.

a boat's crew under the command of Rev a boat's crew under the command of Aev.
Mr. Ancient. Many who left the rigging
to try to reach the ropes were washed
away. I was unable to swim. I was the
last man who left the wreck alive. It
was, in my opinion, impossible to
have launched the boat spoken of
have Mr. Allen it was carried away. by Mr. Allen, it was carried away about daylight. I have had about twenty-seven years experience at sea with a great many masters, and found Captain Williams all that could be expected of one in his position. I have been a ship-master myself, largely in the India trade There could not have been any attempt made to keep the steerage passenger below, as the companionways were open I cannot give any opinion as to the quan-tity of coal she had, or whether it was enough or not. Joined the steamer in the morning that left a few hours later. A person might be told that there were 900 tons of coal on board but that would not prove it. Too often a short cuan-

not prove it. Too often a short quan of coal is put on suppositioned there was not the slightes Tiesk when I went to bed at midnight. The course was intended to take us about five miles west of Sombro Light. The point at which she struck is, I learn, seven special instructions as to precautionary steps in approaching the abore; that is left entirely to the judgment of the commanders. The officers in charge have full power to change the course or step the ship if necessary, without consulting the captain. There are no special instructions as to soundings. This ended Capt. Williams' evidence, and a recess was taken till three o'clock.

At the appointed hour the Court resumed its session. Daniel Kinnany, a cabin passenger, testified that he was

found correct. The chief steward had reported a short supply of provisions that night to be because we took on board more passengers than we expected.

This completed the chief officer's statement, and the Court adjourned till ten o'clock Monday:

Mr. Sparks, agent of the White Star Line of this city, has received by cable, a full list of the passengers of the Atlantic, and is now ready to answer enquiries concerning missing triends. Paswith her Mr. Metcalf and from thirty to toty men. Finding I was of no use there, I roturned to the main rigging, and found that the ladies had gone. Chief Officer Furth gotup into the main rigging, and that the ladies had gone. Chief Officer Furth gotup into the main rigging, and that the received by the season. Daniel Kinnany, a cable, a full list of the passengers of the Atlantic, and is now ready to answer can had to remain there until 3 1. M., when the weather and sea moderated with the the ladies and he then got off. Mr. Brakes, we may be a moderated with the ladies and he then got off. Mr. Brakes, as we have the weather and sea moderated with the ladies and he then got off. Mr. Brakes, we may be a moderated with the ladies and he then got off. Mr. Brakes, agent of the White Star Line of this city, has received by table, a cable, a full list of the passengers of the Atlantic, and is now ready to answer can be and when he got to the deck, saw the officers running about, very much continued to the company has made every arrangement for their comfort while stope in the city and provided to their transportation to their destination. Alternative as made of the white Star Line of this city, has received by table, a cable, a full list of the passengers of the Atlantic, and is now ready to answer can be always and a wakened by the noise of the ship triking and to tremain there until 3 1. M., when he got to the deck, saw the officers running about, very much continued to the morning. The company has made every arrangement for their cable, a full list of the passengers of the Atlantic, and is now ready to answer can be always and a swakened by the noise of the ship that the was a saw and the weather and sea moderated with the and when he got to the deck, saw the officers running about, very much continued to the passengers of the Atlantic, and is now ready to answer can be alternated by the passengers, testified that he was cable, a full list of the passengers of the Atlantic, and is now ready to answer can be alway expected here at six o'clock on Sunday morning. The company has made every arrangement for their comfort while stopping in the city and provided for their transportation to their destination. Alderman J. H. Kelley, of Rochester, N. Y., has telegraphed here offering to adopt the only boy saved from the wreck.

HALIFAX, April 5.—The tuneral of Metcalf, the second officer of the Aliantic took place here to day from St Paul's Metcall, the second officer of the Alisn-tic took place here to-day from St Paul's Episcopal Church. The bodies of Mr. and Mrs. Davidson, cabin passengers, were picked up to-day and brought to this city. To-night the divers have com-

Weather Report. WAR DEFARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, D. C., April 6.—7:50 p. m.

PROBABILITIES. The harometer will continue low Monday over Lake Ontario and I York, but will very generally rise of York, but will very generally rise over the upper lakes and the Ohio Valley Easterly winds with clouds and rain wi continue in New England and over a ortion of the middle Atlantic coast portion of the middle Atlantic coast. Southwesterly winds and partially cloudy weather will continue in the South Atlantic States. Cold northerly winds and cloudy weather will prevail from the upper lakes southward to Kentucky and westward to the Rocky Mountains. Cautionary signals continue at Milwaukee, Chicago, Grand Haven, Eastport, Portland, Me., and Boston.

River News.

NEW YORK CITY.

NEW YORK, April 5.-William E Farham detected burglars in his store, in Newtown, L. I., this morning. A rapid exchange of pistol shots followed, and Farham was wounded twice slightly and one of the burglars fatally.

| The East Side gas men struck at noon to day. A reserve of police are assembled in the 18th precinct, disturbances being

and many were saved, who if left there to the last, would have perished from the last, would have he had falten in to the sea, when I saw him on the rocks encouraging and helping another boat along, when all had left but about thirty men. My hands being frozen and my legs stiff, they took me off, the rest following immediately. At 8.45 the survivors were landed and lodged in a wooden hut belonging to a fisherman named Clancey Wham, and his daughter gave them all they had, and made lires and warned them. During the day they were drafted to the various islands about and billeted among what houses there were the men in these to the various islands about and billeted among what houses there were the men in these there is the foot of 21st street, least River, struck at noon to-day, and the falten in the search of the verse of police are assembled to the various of the winess from the beginning of the towns that the ship struck. The impression of the winess from the beginning of the towns the ship struck. The impression of the winess from the beginning of the winess from the beginning of the winess from the beginning of the towns the last ruck worse along, when all had left but about thirty men. My hands being from the beginning of the manned; there were enough men, but not effect of \$21st street, East River, struck at noon to-day. And street were the manned of the winess from the beginning of the manned of the winess from the beginning of the treatment of the stip ward of the winess from the beginning of the treatment all the ship struck. The limpression of the winess from the beginning of the treatment all the ship struck. The limpression of the winess from the beginning of the treatment all the stip ward of the wines from the beginning of the treatment all the stip ward of were not successful, but they caim, now-ewer to have the assurance that the men would leave oil on Monday. The strikers then marched to the works of the Man-hattan Company at East 14th, West 17th and 18th streets. The men in these works refused to join them at presen but promised to consider the matter. The march was next to the Metropolitan Works at West 43d street, but no access the was from ten the ire of the strikers, and they tureaten.

No alteration was edito annihilate the Italian street sweeper.

I was below from ers in that neighborhood, but the prompi ers in that neighborhood, but the prompi di several showers of pence. Strong details of police are started in the prompi ers in the pr prevent the strikers gathering in the neighborhood, and they are kept constantly moving. Up to this evening no fights had taken place. Bunks and cooking ranges have been erected in the works where the strike occurred, so that the men have no occasion to leave the premises. The strike is for sight hours and

> \$3.25 a day for stokers and \$2.50 for Stettin, is ashore at Terchan, and will prove a total loss. No lives were lost. Arrived, the steamship Doran, from

The strike is for eight hours and

ident. Grant will attend the ann versary testival of the Army of the Po-tomac at New Haven on the 18th inst, the next day will visit Gov. Nowell in Hartford, and on the 18th will probably go to St. Louis.

go to St. Louis.

The entertainment given to President Grant and family at Delmonico's by Mr. Henry Clews did not terminate till two o'clock this morning.

New York, April 6.—Three hundred and fire of the survivary of the Ullerial and five of the survivors of the ill-fated Atlantic arrived here this morning from Boston by the steamer New York. It being generally known that they were coming, as early as four o'clock an im-mense crowd gathered around the pier and the wildest excitement prevailed.

Alexander T. Stewart, though stated by physicians to be convalescent from his savers illness is believed to be in a crit-

evere illness, is believed to be in a crit His complaint is Bright's se of the kidneys.

ST. LOUIS. St. Louis, April 6.—Judge John W. Wright, of Washington City, against whom a number of indictments have been found by the grand jury here, fo forging endorsements on drafts, arrived lorging conorsements of draits, arrived here yesterday and voluntarially appear-ed before Judge Primm, of the Criminal Court and was held to ball in the sum of \$12,000, Wm. H. Schudder, President of the Merchant's Exchange, and W. D. Griswold, President of the Ohio and Mis-sipply relixed, signing, the bond. Judge ippi railroad, signing the bond. Judge Wright, accompanied by his son,W. B. Wright, accompanied by his son, W. B. Wright, and ex-Congressman Dodd, of Cincincinnati, as coursel, and Hon. John Pusher, ex-Secretary of the Interior. This is continuing an old case against Judge Wright, commenced in Washington a long time ago and grew out of charges made against him of irregularities committed with the commenced and the second sec

when he was acting as agent Creek, Choctaw, Cherokee and ship keeling over rapidly, soon rendered the starboard boats useless. Every effort was made to send the people forward to reverse the engines the calamity and to reverse the engines the calamity and for the disaster in no other way than that the outside of the ship, but terror defeated all our efforts. The second officer was in the starboard life-boat. I carried with him, two ladies and placed them with him, two ladies and placed them with him, two ladies and placed them with him, are totake all possible precautions against days during the passage. When we had and returned for more. Before I got as and returned for more and the ship going fire, collision, and wreek. There are no hoservations, our head reckoning was no observations, our head reckoning was no observations, our head reckoning was no observations our head reckoning was no observations our head reckoning was no observations. Our head reckoning was no observations, our head recking was not head recking not not the diagratic fo es of dead available, under any one of his half dozen aliases, and by preaching. The last mean there is denounces and says the Airch the why so many distinguished individuals are required to visit the Indian country and look after railroad land grants and

the look after rainted and grants and uppeculation in projected cities.

The Democrat's Clear Rapids, Iowa pecial says that a hurricane passed over Burlington, Iowa, this afternoon, blowing down houses, trees &c., doing great dam-age. The wife and children of A. Sterago. The whie and children of A. Ster-ger were instantly killed by the storm, their house falling on them. It is feared that many others were killed or injured, but no particulars could be obtained on account of the telegraph lines being

olown down.

The coroner of St. Clair county, Ill., to day made information for manslaughter against John Fanning, the engineer of the gravel train, which caused the accident at French Village on Thursday last.

Struck by Lightning -- Railroad Acci-

Dunuque, Iowa, April 5.-Last night,

Dubuque, Iowa, April 5.—Last night, at Masonville, Iowa, the lightning destroyed property of S. T. Oviatt to the amount of \$10,000; no insurance.

Peter Vogel, fireman, injured by a railroad accident last night, sustained such severe internal injuries that his recovery is doubtful. The engine, by the force of a collision with a rock which weighed 5 or 6 tons, was thrown six feet in the air and turned upside down in the river; but for the breaking of the coupling link between the locomotive and the baggage car, the whole trais would have been precipitated into the friver, entailing a tearful loss of life.

Subscription for the Sufferers by the Atlantic Disaster.

CHICAGO, April 5 .- The committee who are soliciting subscriptions to aid the fourth officer and survivors of the Atlantic disaster, report that over one thousand of collected money will be forwarded to the agent of the White Star Line, to be distributed according to his judgment. Boiler Explosion.

River News.

PITTSBURGH, April 6.—River rising gradually; 13 feet 9 inches.
CINCINNATI, April 5.—The boiler in the saw mill of Multerspan & Co., Cadiz, Indiana, exploded gesterday, instantly killing John Multerspan, one of the proprietors, and probably a gentleman with whom he was talking, as he has not been of Messars Graif & Co., was destroyed by fire about twelve o'clock last night.

Loss \$50,000. Insurance \$30,000.

grocery store at Grand Rapids, purchasing their goods in New York. They failed soon afterwards, swindling their creditors out of their entire dues. In 1864 they appeared in Chicago. Here they swindled a candy man out of \$4,000 and then jumped the city. About the same time Austin Bidwell was obliged to leave time Austin Bidwell was obliged to leave
New Orleans for committing irauds, and
he and George united their fortunes in
Wheeling, W. Va. Here they met with
a temporary misfortune. They purchased
a stock of goods, and for attempting to
make payment with bogus deeds on property never there, and draits with fictitious
names, 'they were arrested, tried and
sentenced to imprisonment in the county
jail for one year. Two months afterwards, they escaped and came to Chicago. After looking around circumspectly
for a while, they visited Quincy and obtained from a firm there, large stocks of
goods, chiefly tobaccos, upon a fraudulent goods, chiefly tobaccos, upon a fraudulent representation of high standing in Chi-cago. They were traced to Chicago, and recovered in the freight depot of the Chi-cago, Burlington & Quincy Railroad, and Austin Bidwell was arrested by the private police agency; then the rascal was subjected to a process of "squeezing." The detectives held him in custody vithout a warrant. Austin was boarded in luxurious style at the Briggs House and Lake House. Having at last communi-cated with a lawyer, he was told he had a legal right to escape by any means he could command. Weapons were furnished him, and one evening when he reached his home on 18th street, he drew a pistol, turned on the detective who accompanied him, and told him he had no twitter we for him and ordered him to

urther use for him, and ordered him to leave on peril of his life. The officer lurther use for him, and ordered him to leave on peril of his life. The officer having no legal right to detain his prisoner, hastliy departed. Austin entered the house, where he found his brother waiting for him. He bade farewell to his wite, and both left for New York immediately. This was in 1867. George went to Boston, leaving Austin in New York. By prearrangement, under assumed names, George Austin in New York. By prearrange-ment, under assumed names, Goorge drow a draft on New York and Austin drew one on Boston. George was arrest-ed, tried, convicted and sont to Charles-town to penitentiary for five years. Ausin was sent to Sing Sing for three years The trial and conviction were in 1869 Justice followed speedily and equally upon the crime, for the brothers were sentenced within ten days of each other. George was pardoned by the Governor of Massachusetts soon after his incarceration. Austin served out his full inc. George came West soon after his release, and was in the served out his full inc. and was in destitute circumrecease, and was in destitute circumstances. When in pressing need of money he would make his talents as a swindler available, under any one of his half dozen aliases, and by preaching. The last mentioned occupation seems to have been a

erally in Michigan, Indiana and New | canal-boat. Orleans.

Twenty granges of the patron of husbandry of lows, in convention declared that as all parties had betrayed their increature by his side (who was no bookthat as an parties had solved that all the terests, they should now look out for the terest. They resolved to vote for D. W. Adams, of Allmakee county, for Governor, and James Wilkenson, of Thina county, for Lieutenant Governor.

There was a very severe storm, accommunity as very severe storm.

of er, the other day, to a geutleman whom ir. on-ight and glad to hear you say so," responded in the gentleman, "for it relieves my Maker of a great responsibility." anied by a remarkably heavy lightning here, to-night. The thermometer ranged from 80 to 83 during the day.

The Goodrich Murder .-- Coroner's Investigation.

NEW YORK, April 5.—The Coroner's the case is all the apparatus necessary for investigation into the Goodrich murder in Brooklyn, was continued to-day. A policeman testified to seeing a woman of dark complexion, about Valentine day, in the basement of the house with Goodrich.

Choice of Fatent Levolvers. All 19.

Choice of Fatent Levolvers. All 19.

Extracting the ball and dressing the wound."

—In St. Louis, the other Sunday, the dext: "How old art thou?" The next day about one-third of the women in his congregation called ground to tell him.

Charles L. Green testified to being employed by Goodrich to help him out of a scrape with a woman. He met a woman name? Amy Bnow, the night of the 18th of February, in Goodrich's house and ordered her out. She refused, and on Goodrich's coming in, she called him a devil, and threw a smoothing iron at him; and the corn would have sprouted soon. rick's coming in, she called him a devil, and threw a smoothing iron at him; whereupon Goodrich left the woman, and she stayed in the house all night. She went away in the morning, meeting Goodrich at the ferry and going to New York with him. The witness after-—Emby (maininas volunteer secre-tary), "How is this to be answered, Kitty: I don't know what to say!—(Reads)— 'Mrs. Fitzmode at home on the 30th inst. from 4 to 5 o'clock.'" Kitty: "Well, I should write and say mamina did not know Mrs. Fitzmode had been away, but Goodrich at the lerry and going to New York with him. The witness after-wards learned that she occupied one of Goodrich's houses in the block where the murder occurred. He spoke of her as being pregnant, and having had an abortion performed. She originally came from the Woman's Home, and that he was going to make a decent woman out of her. The deceased never spoke of a secret marriage. Amy Snow said if Goodrich gave her \$3,000 she would leave the house, and remarked that if he did not she would get square with him to he would get square with him to he would get square. with him. She was in company with Mr. Goodrich at the Brooks Hotel registered herself as Kate Stoddar d.

After some unimportant testimony the

-A lady walking on Broadway,

wonders she should return to stop only -O, the snore, the beautiful snore, fill over the coverlid, under the sheet, from her dimpled chin to her pretty feet! Now rising aloft like a bee in June; now sinking to the wail of a cracked bassoon! Now, flute-like, subsiding, then rising again, is the beautiful snore of Elizabeth Jane.

and the corn would have sprouted soon

-Emmy (mamma's volunteer s

roots.

Investigation was adjourned.

The Case of Miss Burnham.

PHILADRIPHIA, April 5.—In the Superant Court to-day, in the case of Miss Burnham pleading for the right to vote on the ground that the word "freemen" in the Constitution meant men and women alike, the court decided against her.

LIGHT, STRONG AND DURABLE. —A Parisian gun-maker has the fol-lowing notice outside his window: "To those Disappointed in Love. A Great Choice of Patent Revolvers. N. B.—In

> BOYD, MILLER & CO'S. 49 MAIN STREET.

ATTORNEY AT LAW.

TOHN R. & A. MURDOCH, Nurserymen, Florists and Scodmen,

and might have been pulled up by the Catalogues of Trees, Planta, Vegetable and Flower Seeds mailed froe. 227 Special attention given to orders for Flow-ers in any design.

Flour, Brooms, Buckets, Tubs, &c., constantly on hand and for sale by

300 boxes Cheese, choice New York and Ohio Goshen, receiving and for sale by deem LIST, DAVENPORT & PARKS,